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INFORMATION REPORT INFORMATION REPORT
CENTRAL INTELLIGENCE AGENCY

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THIS IS UNEVALUATED INFORMATION

History of the 22nd Airfield Battalion

1. [REDACTED] at Presov Airfield (N 49-02, E 21-19) in June 1953, the 22nd Airfield Battalion, which was based there at that time, was making preparations to move to Bohemia. [REDACTED]

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[REDACTED] in October 1953, [REDACTED] Mlada Airfield. [REDACTED] the 22nd Airfield Battalion had been there for three weeks and was supplying and servicing the 6th Fighter Regiment based at Mlada.

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2. The 22nd Airfield Battalion consisted of two companies: The Airfield Company (letistni rota) and the Transportation Company (autorota). The Airfield Company had three platoons: 2nd Platoon servicing the Airfield Battalion, 1st Platoon servicing the airfield's operation, and 3rd Platoon which was a guard platoon. The Transportation Company had four platoons: refueling, emergency vehicles, transportation, and a special vehicles platoon. The Airfield Battalion was directly subordinate to the Air Technical Division (Letecka technicka divize - LTD) in Prague.

Organization of the 22nd Airfield Battalion Staff (See Enclosure A)

3. The staff of the 22nd Airfield Battalion was as follows:
 - a. The Commanding Officer was Lt. Col. Jan Dulla.
 - b. Soviet Delegate (Sovetsky predstavitel'), listed as "Soviet Personnel" on the chart, Enclosure A. One Soviet officer, name unknown to source, whose rank was either Colonel or

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Lt. Colonel, was attached to the 22nd Airfield Battalion. His permanent quarters were in Prague. When he came to Mlada, about once a week, he stayed in Milovice (N 50-14, E 14-54) in a luxurious villa called "Na Balonce". He had one passenger car at his disposal. No officer on the airfield had the authority to give him orders. He was always dressed in a Soviet uniform. Source did not know the exact nature of his duties.

- c. Deputy Commander for Political Affairs (Zastupce velitele pro veci politicke - ZVP) was Captain Vladimir Cisar and his assistant was Lt. Jan Ondruska. Other personnel in this section were: Lt. Zibrita (fnu), librarian; Lt. Jan Micek, M/Sgt. Stanislav Hort, Sgt. Anton Simon, and PFC Miroslav Nudera. This section was in charge of political indoctrination for personnel of the 22nd Airfield Battalion.
- d. Counterintelligence (Kontrarozvedka). Chief of this section was 1st Lt. Matej Lovas who was directly subordinate to the chief of counterintelligence in Prague.
- e. Chief of Staff (Nacelnik stabu - NS) was Lt. Col. Albert Gloss who received orders from the Commanding Officer of the Battalion and from the Deputy Commander for Political Affairs.
- f. Deputy Commander for Supply (Zastupce velitele pro veci zasobovaci - ZVZ) was Lt. Col. Vladimir Kucera who was subordinate to the Commanding Officer and the Deputy Commander for Political Affairs of the 22nd Airfield Battalion. This section controlled all supply sections, such as: quartermaster, aircraft technical supply, technical affairs, POL, ordnance, food rations, and other supply sections.
- g. Deputy Commander for Technical Affairs (Zastupce velitele pro veci technicke - ZVT). The slot for this position was not filled on 28 December 1954. Should someone have filled this position, he would have supervised the maintenance of all vehicles in the battalion.
- h. Chief of Aircraft Technical Supply (Nacelnik leteckeho technickeho zasobovani - NLTZ) was Lt. Col. Josef Gallo who was subordinate to the Commanding Officer, Deputy Commander for Political Affairs, and to the Deputy Commander for Supply. His assistant was Lt. Zdenek Sosnar. Other personnel in this section were: Lt. Ota Vyhonsky, SFC Zdenek Vondrak, Sgt. Ladislav Mastik, Cpl. Zdenek Nyvlt, and PFC Karel Tosnar.
- i. Assistant Chief of Staff for Combat Preparedness (Pomocnik nacelnika stabu pro bojovou pripravu - PNS-BP) was 1st Lt. Alois Galbavy.
- j. Mobilization Chief (Mobilizacni dustojnik - MD) was Major Otta Rumler who was responsible for mobilization in case of war. He received orders from the Air Force Headquarters in Prague and from the Division at Mlada. Orders were sent to him via the Secret Control at Mlada Airfield.
- k. Chief of Secret Control and Registry (Nacelnik tajne spisovny a obycejne spisovny - NST-OS) was 1st Lt. Josef Svoboda. The Secret Control was in charge of Secret and Top Secret matters. Lt. Svoboda's civilian assistant was Miss M. Hlavickova. The Registry Section was in charge of material classified below Secret and Top Secret. Officer Candidate Eda Gemaz and one civilian employee, Miss Adamova (fnu), assisted Lt. Svoboda.

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- l. Chief of Finance (Nacelnik financonih hospodarstvi - NFH) was Captain Emil Petreje and his assistant was 1st Lt. Jan Kaderabek.
- m. Chief of POL (Nacelnik pohonných hmot - NPHN) was Lt. Jiri Frana. His assistants were M/Sgt. Ladislav Lacik, SFC Emil Manica, PFC Lichnovsky (fnu), and SFC Frantisek Vavrina.
- n. Chief Quartermaster (Nacelnik intendantního zásobování - NIZ) was 1st Lt. Sobeslavsky (fnu) and his assistant was M/Sgt. Alois Jana.
- o. Ordnance Chief (Zbrojní naceľnik - ZN) was Lt. Pavel Odovin.
- p. Photography (Fotočeta) Section.
- q. Medical Section (Hlavní lékař - HL). Chief Medical Officer was Captain Blazek (fnu). His medic was PFC Jaroslav Uxa.
- r. Chief of Food Rations (Nacelnik proviantního zásobování - NPZ) was Lt. Vaclav Dublik. Assigned to this section were Lt. Jan Dobrovic, 1st Lt. Josef Pelikan, SFC Bohumil Lastuvka, PFC Balaz (fnu), PFC Jaroslav Chudik, Pvt. Stefan Petr, civilian bookkeeper Miss Veletova (fnu), and another civilian employee, Mr. Habada (fnu).
- s. Chief of Communications (Nacelnik spojení - NS) was 1st Lt. Zanvit (fnu). His assistants were SFC Ladislav Nepovim, Sgt. Josef Balla, Pvt. Anton Melo, Cpl. Anton Hrano, Sgt. Jiri Skoch, Cpl. Markusek (fnu), and Cpl. Kana (fnu).
- t. Chief of Building Maintenance (Nacelnik spravy budov vojenskeho telesa - NSBVT) was Captain Stefan (fnu).
- u. Chief of Engineers (Zenijní naceľnik - ZN) was Captain Vitezslav Waligora. His assistants were Lt. Vaclav Skoda, SFC Frantisek Strazsky, Pvt. Zdenek Mika, SFC Kubo (fnu), and one civilian, Miss Pitrumucova (fnu).
- v. Meteorological Section (Metereologicky naceľnik - MEN). Chief was Lt. Josef Lipoik and his assistant was SFC Golian (fnu).
- w. Chief of Chemical Warfare (Chemicky naceľnik - Ch.N) was Lt. Anton Ciglan. His assistants were Cpl. Stefan Majercak, PFC Jiri Skoda, and PFC Kukola (fnu).
- x. Civilian Personnel Section (Referent civilnich zamestancu - RCZ). Chief of this section was Miss Eva Raimova.

Airfield Company (See Enclosure B)

4. The Commander was 1st Lt. Viktor Zvolensky. He received orders directly from the Battalion's Commanding Officer, Deputy Commander for Political Affairs, and from the Deputy Commander for Supply.
5. Deputy Commander (Zastupce velitele - ZV) of the Airfield Company. Name unknown to source.
6. Deputy Commander for Political Affairs (Zastupce velitele pro veci politicke - ZVP) was 2nd Lt. Cesky (fnu). He was in charge of political indoctrination of the personnel in the Airfield Company and made future indoctrination plans for both companies of the 22nd Airfield Battalion. Each company had one instructor who carried out the actual political indoctrination.

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7. First Sergeant of the Airfield Company was Sgt. Provoznik (fnu). He was subordinate to the leaders of the 1st, 2nd, and 3rd Platoons, to the Deputy Commander for Political Affairs of the Airfield Company, and to the Deputy Commander of the Airfield Company. His duties were to place personnel on various jobs and take care of finance in the platoons. All complaints from the personnel had to be submitted through him to higher authorities.
8. 2nd Platoon (Ceta zabezpečujúci letistní prapor):
 - a. Platoon Leader (velitel) of the 2nd Platoon was Officer Candidate (aspirant) Michal Dandar. He was in charge of all personnel administration work of his platoon, conducted combat training, and insured that political instructors carried out their work among the personnel.
 - b. Signal Squad (Spojovací družstvo) was in charge of telephone and teletype communications. The Signal Squad had been in charge of teletype communications since September 1954; prior to that time, the 2nd Airfield Battalion was in charge of teletyping. Personnel in charge of telephones changed posts every eight hours and those in charge of teletyping changed posts every 12 hours.
 - (1) Signal Squad Leader -- an NCO.
 - (2) Senior Signal NCO (Starsí spojář). Sometimes this function was performed by a Private.
 - (3) Stand-by Crew (Muzstvo). The crew consisted of three men who received orders from their signal squad leader and from the senior signal NCO.
 - c. Meteorology Squad (Meteorologické mužstvo) consisted of four men. The leader of this squad was an NCO, non-regular. He and his stand-by crew consisting of three men worked in the control tower and checked weather conditions.
 - d. Food Service Squad (Proviantní družstvo) was in charge of the so-called CH and VZK diets. The VZK diet was for officers and the CH diet was for EM.
 - (1) Food Supply Supervisor (Správce proviantního skladu) was in charge of all food supplies and distributed necessary material to messhalls and kitchens according to strictly specified amounts. He kept a food supply on hand for one month plus a so-called mobilization supply (mobilizační zásoby). This mobilization food supply was to be sufficient for three days for the entire base. The supply consisted of high quality products, mainly meat, cheese, biscuits, and large quantities of rum and wine. This mobilization food supply was kept separately from the regular food supply and was guarded. No one had access to it. From time to time it was inspected by a team from the Division at Mlada Airfield and by Soviet experts. Food supplies came from Prague once a month. Source usually saw two, and sometimes three, railroad cars of food delivered to Mlada each month.
 - (2) Chief of Officers' and Airmen Food Ration Supply. He distributed food for CH and VZK diets to the cooks.
 - (3) Messhall Supervisor (Správce kuchynského bloku) supervised sanitation in kitchens and messhalls and checked whether or not personnel were authorized to eat in a particular messhall.

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(4) Cooks (Kuchari). Five cooks prepared the CH diet for the EM and one cook prepared the VZK diet.

- e. Quartermaster Supply Chief (Spravce intendantniho skladu) was in charge of all clothing. He had one stockkeeper (skladnik intendantniho materialu).
- f. Ordnance Supervisor (Spravce zbrojniho materialu) and his stockkeeper (skladnik zbrojniho materialu) were responsible for all weapons and ammunition assigned to the 22nd Airfield Battalion.
- g. Airfield Area Supervisor (Spravce letistni plochy) was responsible for maintenance of the entire airfield area. In winter he had to make sure that snow and ice were cleared off the runway and taxiways as quickly as possible. He was assigned two snow plows, tractors, and other vehicles for this purpose.
- h. Medical Supply Supervisor (Spravce zdravotniho materialu). This position was filled by two men who were in charge of distribution of all medical supplies which they received from Prague.
- i. Chemical Supply Supervisor (Spravce chemickeho materialu) was responsible for all chemicals, such as: large amounts of fuming nitric acid (kyselina dymava) which was used by aircraft to cover areas with fog (zamizovani); gas mask filters; gas masks; chemicals for decontaminating; and rubber suits used in gas contaminated areas. One chemical stockkeeper (skladnik chemickeho materialu) assisted the supply chief.
- j. Company Supply Supervisor (Spravce rotniho skladu), equivalent to a supply sergeant, was in charge of a small supply which included small quantities of quartermaster and ordnance supplies. Submachine guns, pistols, and heavy and light machine guns were distributed in case of combat and practice alerts.
- k. Kitchen Supply Supervisor (Spravce kuchynskeho materialu) was responsible for all kitchen articles and for linen used by kitchen personnel. One airman was in charge.

9. 1st Platoon (Ceta zabezpecujici letistni provoz):

- a. Platoon Leader (Velitel 1. cety) of the 1st Platoon was Sgt. Osvald Kozusnik.
- b. Radio Squad (Radiomuzstvo) had two radio cars at their disposal for communication purposes during day and night flying. This squad was notified about day flying one day in advance in order to have enough time to check and prepare their radio cars. The radio squad leader (velitel radioveho muzstva) was an NCO whose name was not known to source. He was subordinate to the Divisional Chief of Radio Communication. Senior Radio Man (starsi radista) was a PFC. The stand-by crew consisted of three men.
- c. Alert Squad (Startovaci druzstvo) consisted of eight men. The alert squad leader (starter) was in charge of the squad. He received direct orders from the Regimental Chief. During flights, this squad occupied certain alert positions on the airfield. The squad leader was assisted by an assistant squad leader (pomocnik startera). Time recorders (casomerici) recorded exact landing and take-off time, which they handed over to the regimental flying chief. During night flying the runway-light detail (osvetlovaci) was in charge of switching on the runway lights.

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- d. Parachute Detail (Osetrovatele padaku) of the Battalion distributed parachutes to the flying personnel of the regiment.
- e. Aircraft Technical Supply Supervisor (Spravea skladu letackeho-technickeho zasobovani) was responsible for all aircraft spare parts. He issued spare parts to senior mechanics of the regiment. He kept prescribed amounts of medical oxygen (zdravotni kyslik) and pilots' suits. He had one assistant.
- f. Mechanic for Oxygen, Air, and Extinguishers (Mechanik kysliku, vzduchu, a hasidla - KVH) issued fire extinguishers to regimental mechanics, filled aircraft oxygen bottles, and checked air in the pneumatic tires.
- g. Ambulance Alert Supervisor (Dozorci zdravotnik) was a PFC. He and a medical officer stood by in an ambulance car during day and night flying in the vicinity of the runway.
- h. Couriers (Spojky). Two motorcycles stood by during flying activities in the vicinity of the runway. One motorcycle was for the supervisor of flying and the other was for the supervisor of the airfield's operation (dozorci letistniho zabezpeceni). Both were used to provide fast transportation to any part of the airfield.
- i. Engineer Squad (Zenijni druzstvo) consisted of five men who were in charge of preparing mock-up aircraft (makety letadel) on the ground for aerial combat training. This detail also had to secure branches and mark the border of the runway in case it was covered with snow.
- j. Chemical Squad (Chemicke druzstvo) had four men who filled aircraft with fuming nitric acid which was used to cover the area with smoke.
- k. Fire Squad (Pozarni druzstvo) consisted of four men who were billeted near the runway. This detail had two fire trucks which stood by near the runway during day and night flying.
10. Guard Platoon (Strazni ceta) of 35 - 40 men supplied guards for the entire airfield on a 24-hour basis. This platoon consisted of:
 - a. Two guard leaders (velitele straze) who were officers.
 - b. Two assistant guard leaders (pomocnici velitelu straze). Both men were NCO's of the regular Air Force (z povelani).
 - c. Two corporals of the guard (zavedci).
 - d. Guards (strazni muzstvo).
 - e. Four K-9's (psovodi).
 - f. Gate guards. These were men who were very familiar with all passes for the airfield.
 - g. Chief of Supernumeraries (Velitel hotovosti) with a stand-by crew for emergency or for replacing sick guards.
- Transportation Company (Auterota) (See Enclosure C)
11. Commander of the Transportation Company was Lt. Anton Petlak who received orders from the Battalion's Commanding Officer, Deputy Commander for Political Affairs, and from the Deputy Commander for Supply.

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12. Deputy Commander was Lt. Zavoda (fnu).
13. Deputy Commander for Political Affairs was Lt. Jaroslav Novotny who was in charge of political indoctrination of the personnel of the Transportation Company.
14. Deputy Commander for Technical Affairs was 1st Lt. Frantisek Hrabanek who was responsible for maintenance of all vehicles.
15. First Sergeant (Starsina) of the Transportation Company was Vladimir Urban. His civilian secretary was Miss Sturmove (fnu). His duties consisted of the placement of personnel, handling personnel problems, and finance.
16. Dispatcher (Dispecer) of the Transportation Company was PFC Hana (fnu) who received orders from the Company Commanding Officer and from the Deputy Commander for Political Affairs of the Company. He filled out orders and trip tickets for drivers which could be signed only by the Battalion's Commanding Officer. Drivers making long trips were given money for food en route.
17. Drivers who were assigned among the four platoons.
18. Fueling Platoon (Cisternova oeta):
 - a. Platoon Leader was M/Sgt. J. Charvat, regular Air Force.
 - b. Three Senior Drivers (starsi ridici) whose names were unknown to source.
 - c. Fifteen drivers.
 - d. This platoon had 12 fuel trucks, Tatra-type, for aircraft servicing. The trucks were 1952 models. Twenty Tatra-111 fuel trucks, 1954 model, were used for transferring fuel from the railroad station to the airfield.
9. Emergency Vehicles Platoon (Vyprostovaci oeta):
 - a. Platoon Leader was Sgt. Nemochovsky (fnu), regular Air Force.
 - b. Three Senior Drivers whose names were unknown to source.
 - c. Fifteen drivers.
 - d. This platoon had two fire trucks and two mobile crane trucks (jerabove vozy).
3. Transportation Platoon (Dopravni oeta):
 - a. Platoon Leader was Sgt. Frantisek Shikerle.
 - b. Three Senior Drivers whose names were unknown to source.
 - c. Fifteen drivers.
 - d. The Transportation Platoon had 30 Skoda-type trucks, three-ton capacity each; six passenger cars, including one Tatra-Plan, one old Tatra called Hadimrska, one or more Skoda-Tudor, and the remaining, KDF cars of German origin; six motorcycles; 20 Skoda-type tractors; 12 truck trailers, Melichar type; and 25 bicycles.

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21. Special Vehicles Platoon (Specielni ceta):

- a. Platoon leader was Sgt. Rudolf Bury.
- b. Three Senior Drivers whose names were unknown to source.
- c. Fifteen drivers.
- d. This platoon had one decontamination truck (ohemicky vuz), two radio trucks, eight portable kitchens, two ambulances, two tank trucks for potable water, and one searchlight truck. One passenger car was always at the disposal of the Soviet officer of the Battalion.

Personnel Strength

22. The 22nd Airfield Battalion's authorized strength was between 250 and 280 men. In December 1954, the actual strength was only 169 men, including officers. In February 1954, the actual strength of the Battalion was only 60 men. The 22nd Airfield Battalion employed about 15 civilian workers, most of whom were women. Very few of the civilian employees worked in offices; the majority worked in messhalls, kitchens, and as janitors.

Morale

23. There was very poor morale among the personnel of the Guard Platoon. The personnel of this platoon demanded additional food rations but did not receive them. Morale was good among the personnel of the other platoons, especially the Transportation Platoon. This was due to the fact that personnel were assigned specific jobs for a long period of time and had to do no guard duty. On the whole, the best morale existed among drivers who received per diem allowance for food, called "relutum", which amounted to 20 crowns per day. Morale among pilots was rather high because their pay was substantial and their food, called "L-norma", contained more calories per meal and was allotted in larger portions than the so-called "CH-norma", which the troops received.

- Enclosures:
- A. Organizational Chart of the 22nd Airfield Battalion Staff.
 - B. Organizational Chart of the Airfield Company of the 22nd Airfield Battalion.
 - C. Organizational Chart of the Transportation Company of the 22nd Airfield Battalion.

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